

Housing

Existing Conditions

Population and Housing Units

The population of the neighborhood is racially diverse and relatively young. Households are small, usually made up of one or **two** people. There are relatively few families, and the majority are married couples without children. Ninety-seven (97%) of the households are renters,,

The housing stock in the **Pike/Pine** Neighborhood is predominately small units in large, older buildings. More than one half of the units in the neighborhood were built before 1940 and nearly three-quarters of the units are one bedroom or smaller. Owner-occupied units are condominiums in multi-family configurations.

Housing Affordability

Older rental housing in the neighborhood is affordable, due in large part to its size and age. Households generally need about 50% to 60% of the median income to afford older studio and one-bedroom units. Newer rental units have much higher rents than older units, although they remain affordable to households with 60% to 80% of median income. Thirteen per cent (13%) of the rental housing is publicly subsidized, the majority being affordable to households with less than 50% of the median income.

Rents for one bedroom units are increasing faster than rents for studio units.

Vacancy rates are extremely low, generally less than 2%.

Relatively few condominiums exist in the Pike/Pine neighborhood. Units for sale are affordable to a broad range of income groups. In a recent survey, more units were for sale in south Capitol Hill than in Pike/Pine. Three new projects, with between 100 and 200 new condominium units, are either underway or being planned. This will more than double the homeownership opportunities in the neighborhood. Units in the new projects are expected to sell for between \$125,000 and \$300,000, with the majority in the \$130,000 to \$150,000 price range.



Recommendations to Preserve Existing Housing or Finance New Housing

Pike/Pine Planning Study, 1991: Goals and Objectives

- **Encourage housing diversity**

Objective: Encourage diversity of housing without endangering existing low-income housing.

- **Encourage government funding (PIKE/PINE PLANNING STUDY, 1991)**

Objectives: Preserve existing low-income housing, particularly in Urban Centers where most redevelopment pressures occur.

Encourage the city to provide first-time homeowner assistance in multi-family buildings.

Expand fee exemptions of the Tenant Housing Inspection Program.

Designate Pike/Pine as a target area for Multi-family Code Repair funds. Create Pike/Pine Housing Fund established by the city to make funds available for acquisition/rehab of buildings in the area.

Phase Two Neighborhood Plan: Goals and Recommendations

Goal: Provide financial resources for the preservation of existing, affordable rental housing in the Pike/Pine neighborhood.

Background: The Transfer of Development Rights (TDR) program allows development capacity to be transferred from one site to another. The sending site is a residential site and the receiving site is commercial. For example, a 3 story building in the Pike/Pine neighborhood on a site which has the potential to be developed to 5 stories, could sell two stories worth of development rights to a downtown commercial building. The transferred rights would allow the commercial building to build more space. The funds paid for the rights would be used by the building owner to pay for improvements on the sending site. Rents for a portion of the units would be controlled for a minimum of 20 years.

The TDR Program is currently operates only in Downtown zones.

Recommendation

Expand the TDR Program so that rights from Pike/Pine properties can be sold to developers of downtown commercial properties.

Goal: Monitor the housing issue as the market changes over time, and to maintain information on properties for sale or potentially for sale.

To provide input to the Design Review process.

Help nonprofit agencies find property owners willing to give a first-right-of-refusal related to sale of their properties.

To research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

Background: This action can be implemented without the City. It is a way for the neighborhood to have an ongoing role in the implementation of the housing strategies of the neighborhood plan.

Recommendation

Create a Pike/Pine Housing Task Force, or a standing housing subcommittee of P/PUNC.

Goal: Provide an opportunity for owners of existing affordable rental housing to obtain financing to make property improvements without having to raise rents.

Background: The goals of the 1991 Pike/Pine Planning Study included support for city-funded programs which provided funding for private owners of rental housing to obtain low-interest financing to make property repairs, particularly code repairs. The purposes of the programs were to improve the housing stock, and upgrade living conditions for low- and moderate-income residents without major rent increases. In return for the financing, owners agreed to rent controls for seven years. City funds were required to be matched by for-profit owners and non-profits could borrow the full cost of repairs up to \$6,000 per unit.

One of the programs has been terminated and the other, the Multi-family Code Repair Program, has a remaining balance of about \$180,000. The City, using federal funds, has historically (for over 20 years) offered this type of program. There are private owners of buildings where the residents are low- and moderate-income who would be willing to accept the City loan terms (as long as the terms remain simple and not too onerous) for the financing, and who are interested in maintaining affordable rents.

The City is currently considering ways to preserve housing affordable to households with 50% to 80% of the median income.

Recommendation

Create a program for owners of existing buildings with affordable rents to obtain assistance with building improvements. It is recommended that the City consider use of City resources for a modest program of this type and that the City continue to explore as many options as possible to preserve housing affordable to households earning between 50% and 80% of median income.

Goal: To help achieve affordability of new or redeveloped housing units.

Background: In 1995, the State legislature passed a law allowing a 10 year property tax exemption for new multi-family units (newly constructed or units vacant a year or more) located in areas designated as urban centers. The purpose of the legislation was to help cities attract development to urban centers where there are insufficient residential opportunities. There are no rent requirements related to the program. The "improvement portion" of the property tax is abated for the 10 year period.



The City is currently exploring a pilot project to offer the exemption in low- and moderate-income neighborhoods in order to attract new multi-family development. The Pike/Pine neighborhood is not on the list of neighborhoods under consideration for the program.

This is another tool that could have a limited impact on affordability, but one which might help a number of projects.

Recommendation

Include the Pike/Pine neighborhood in those neighborhoods eligible for the 10-year tax abatement program.

Economic Development

Vision: The *Pike/Pine business district* as a community of *vital*, independently owned businesses *that* support both lively day-time and night-time activities; create a synergy *with* one another; and foster *broadier alliances with the human community through support of the arts, education, and human services.*

Goals and Objectives

As one of its initial tasks, the Economic Development Committee formulated the vision statement above for the business community that summarizes the ideals and principles on which the following goals, policies and objectives are based. The Economic Development component of the Pike/Pine neighborhood, plan translates these ideals into a set of implementable actions that the community, city and other participants will take to realize the vision.

Fundamental to the business district vision is recognition of participation in a broader community that reflects great social, cultural and economic diversity. The business district is an integral part of this community and its vision is to create long-lasting, sustainable relationships-not only among merchants-but with the arts, education, social and health services, and other segments of the community. One of the primary ways to achieve this vision is to ensure the stability and vitality of local merchants in the business community.

The general strategy focuses on maintaining a positive business environment that supports and fosters a vibrant and eclectic mix of small, independent businesses, a balance of both day and night-time activities, and a safe, clean and attractive street environment. The following general goals have been identified.

Goal 1: Support and promote the business district in order to improve its economic vitality and plan its development while maintaining and enhancing the unique character of the neighborhood.

Goal 2: Promote the Pike/Pine district as a destination for retail, arts and entertainment, and other commerce on an ongoing basis.

Goal 3: Maintain the unique character of the neighborhood by creating programs for business retention and recruitment with a special focus on supporting small, independent businesses.

Goal 4: Create a legal entity to manage the organization's work program, create funding opportunities, and serve as its own fiscal agent.

Goal 5: Serve as a network for communication and support within the organization while creating a unified voice to represent the business community city-wide.

Goal 6: Collaborate with other organizations in the creation of an attractive, safe, clean, pedestrian friendly environment in which businesses thrive.

The primary means of achieving the business community's vision is through strong business retention and recruitment, parking improvements, and pedestrian and streetscape improvements. The following objectives and policies address these issues.

Business Retention and Recruitment

A major objective of business retention and recruitment is to maintain the existing retail culture of the Pike/Pine neighborhood, which is characterized by a mix of light manufacturing, wholesaling, high-tech and auto-related businesses that presently exist **with** a diversity of smaller, independently-owned retail businesses. The greatest concern within the business community is the ability to maintain this mix of businesses given current real estate market trends in the Pike/Pine neighborhood and adjacent areas.

Currently, the Pike/Pine neighborhood is at a pivotal point in its evolution. Over the last several years, the neighborhood has gone from a run-down area with numerous vacant buildings to a viable retail district with an energetic night life. This metamorphosis has received national media attention and Pike/Pine **has become** a destination for a unique shopping experience as well as a magnet for new, mixed use developments. A number of commercial and residential projects are in the works within the Pike/Pine neighborhood as well as in neighboring First Mill and downtown. The Convention Center expansion and co-development of a large office tower and hotel are

proposed on the community's southwest boundary. The desirability of this neighborhood is reflected in escalating commercial rents. Retail rents in new and redeveloped buildings are anywhere from 40% to 150% greater than the current average rent of **\$13-\$14** per square foot.

Most of the small, independent businesses are beginning to feel the pinch of these market pressures. Faced with rising rents, but a less than commensurate increase in foot-traffic and spending, a number of businesses have moved out of the area. Others may be forced to move as their buildings are sold for redevelopment. Yet others, who also live in the neighborhood where they operate a business, may be forced to live elsewhere and commute to work because of rising residential rents. There is a general consensus among merchants that the funky and eclectic retail culture they have built is at risk --that only large, national retailers that can afford higher rents and provide a greater sense of "stability" for **property-owners** -will displace the retail pioneers that built the neighborhood and its "hot" reputation. —

The top business retention priority is focused on preserving the retail culture through some type of ownership structure. A number of possible "models" have been identified and include

Community Development Corporation (CDC), Community Land Trust (CLT), Public Development Authority (PDA), business cooperative or condominium, and/or partnering with an existing organization, such as the Capitol Hill Housing Improvement Program (CHHIP). The Economic Development Committee held a number of meetings with representatives of various organizations to get information and develop a strategy of next steps. The Merchants of Pike/Pine, the recently formed merchant's association, will coordinate these and other efforts.



Other recommendations are designed to capitalize on the recent attention the neighborhood has received and build upon its momentum. This will be achieved through creating a neighborhood identity that can be promoted throughout the region and by sponsoring events to bring more people to the neighborhood. Many of the specific activity recommendations focus on marketing, promotion and special events, particularly in cooperation with other community business, arts and cultural organizations.

Policy 1. Explore alternative land/building ownership models and partnership opportunities for business retention.

Policy 2. Establish **the Merchants of Pike/Pine** as a legal entity to organize **marketing and promotions, improvement programs, funding opportunities and serve as a fiscal agent within the Pike/Pine business district.**

Policy 3. Articulate and communicate a look and personality for the Pike/Pine business district through the use of a logo, banners, kiosks, print advertising and coordination with local merchants, the Broadway BIA, Capitol Hill Chamber of Commerce and local arts organizations.

Policy 4. Encourage the growth and stability of retail businesses that serve neighborhood resident's daily needs, such as hardware stores, grocers, pharmacies, etc.

Policy 5. Nurture the Pike/Pine Urban Neighborhood Coalition in order to strengthen neighborhood identity, forge alliances between business people and residents, and help the neighborhood respond to change and growth.

Recommendations

Merchants of Pike/Pine (MOPP): A legal entity established to organize marketing and promotions, improvement programs, funding opportunities and serve as a fiscal agent within the Pike/Pine business district.

Successful establishment of MOPP as a BIA can assist in attracting retail demand by implementing identified improvements to the physical environment.

Near-Term Activities: Work to promote the Pike/Pine business district through ongoing projects. Solicit membership from area businesses. Coordinate with the Broadway BIA and Capitol Hill Chamber of Commerce. Support formation of and coordination with an arts council.

Longer Term Activities: A well established business improvement association that serves as a network for communication and support within the Pike/Pine business district and provides a unified voice to represent the business community city-wide. In the longer term, MOPP will occupy its own office space within the community and serve as a clearinghouse for business district issues. (Possibly in People Center.) The association will support a small community fund with dollars for ongoing community activities (e.g. arts grants, human resources development). Proceeds from a number of events each year will be dedicated to local charities,

Rent Affordability: Explore ways to keep rents affordable to support small, independent businesses and avoid gentrification. Promote business ownership.

Near-Term Activities: **Dialog** with City of Seattle **Office** of Economic Development, Strategic Planning Office, Capitol Hill Housing Improvement Program and others regarding this issue.

Longer Term Activities: Possible formation of a Public Development Authority, Community Development Corporation, Community Land Trust or other organization to achieve rent affordability and business ownership goals.

Landowner Outreach: **Outreach** to property owners to relate business district vision and goals. **Get** landowners on board with list of needs/wants and not wants.

Near-Term Activities: 1998-1999. Initial outreach efforts.

Longer Term Activities: Ongoing. Long term supportive relationship

Crime Prevention: Outreach to businesses to reduce shoplifting and other crimes in the neighborhood.

Near-Term Activities: Work with the Seattle Police Department, security agencies and businesses to increase awareness of ways to reduce shoplifting and other crimes.

Longer Term Activities: Ongoing.

Marketing & Promotion

Initial small-and-simple grant proposal; business survey; banners; logo; joint advertising; kiosks; street fair; art car show and flea market; moonlight madness; shuttle; metro bus (e.g. **Ikea**); concierge service; tours/walking guide

Near-Term Activities: Banners for Fringe Festival 1998. Develop additional banners for other events.

Logo developed in May 1998. Developed for use on banners, letterhead and other media as a marketing and promotional tool.

1998-99 Establish opportunities with area merchants for joint advertising as part of local events. To include "communal" merchant posters.

1998-99 Develop temporary/near-term kiosks to use for advertising and community events including sandwich boards, light poles. **Get** design support from arts community. Expand advertising to SCCC.

1998 Event to create identity. To be held annually. New events would be developed.

1998 Work with area merchants to get commitment for one night per week late hours (**9pm** Thursday). Give incentives. Kick-off with advertising, promotions, street performers. Work with area parking lot owners/managers to coordinate parking issues.

Initially rent for Arts Orbit. Include local merchant advertising on shuttle. Explore possible vehicle donation from local dealerships.

Longer Term Activities: Permanent kiosks in locations throughout the neighborhood. Get design support from arts community.

Ongoing. A set of unique events throughout the year that help define the neighborhood.

Ongoing. Promote greater balance of day-time and night-time activities.

Merchants consistently open until 9 p.m. Market to area outside neighborhood



to attract larger audience.

Partnership with Capitol Hill through Broadway BIA and/or Chamber of Commerce and proposed Arts Coalition to own and operate own shuttle. Expand use of vehicle to other community events and human resources businesses.

Washington State Convention and Trade Center

Near-Term Activities: 1998 – Immediate support for community to seek mitigation from Convention Center expansion plans.

Explore partnership with Convention Center to promote Pike/Pine.

Seek better coordination during construction and mitigation for businesses related to parking, noise and dust, and access. Include all planned construction projects.

Longer Term Activities: Long term relationship with Convention Center, Concierge service, tours, walking guide.

Marketing Packet

Near-Term Activities: 1998 – basic “kit” to include map, general information, articles, and **P/PUNC** newsletter. Develop web page. Look into connecting with **Sidewalk.com**.

Longer Term Activities: Add professional graphics and broader business base. Undertake further analysis of specific uses to determine prospective businesses, their space requirements, rent-paying ability, building and tenant improvements, and parking requirements to determine the feasibility of attracting these prospective businesses.

Pike/Pine Directory of Businesses

Near-Term Activities: 1998 Develop fold-out map and directory of merchants and restaurant guide. Coupon book to advertise and fund directory.

Longer Term Activities: Ongoing updates, evolve to include arts, special events.

Newsletter

Near-Term Activities: Develop a quarterly newsletter to inform local merchants of ongoing activities and upcoming events. Possible use of SCCC intern. Examine ways to coordinate with **P/PUNC** or Chamber of Commerce.

Longer Term Activities: Ongoing

SCCC Intern

Near-Term Activities: Work with **Broadway** BIA to coordinate SCCC staff to attend merchant’s association meetings and help coordinate activities with SCCC and merchants.

Longer Term Activities: Work with Broadway BIA and SCCC to institute program that would support student curriculum and provide assistance to the business community.

Parking and Traffic in the Business District

Repeatedly parking, or the perceived lack of parking, has been noted as an issue within the community. There is general consensus among merchants that existing public parking lots are not well marked and many shoppers do not know about them. With the exception of on-street parking, parking lots are typically located in areas not visible to or from shoppers' destinations. High priority has been given to better communicating existing parking through **signage**, a parking map or some type of validation scheme. Longer-term recommendations will be coordinated with the Capitol Hill-Pike/Pine neighborhood parking study.

Traffic and travel speeds have been identified by the community as important neighborhood concerns. In particular, traffic in the Pike/Pine neighborhood may be prohibitive for pedestrians and actually detract from the success of retail businesses. Visibility for some stores may be a problem due to traffic flow. Some type of traffic calming or other strategy to slow traffic has been suggested, particularly in the area between Harvard and Bellevue. Crosswalks related to key destinations within the neighborhood (e.g. E. **Pike/Melrose**) are proposed to improve pedestrian safety. Other physical improvements, such as curb bulbs, street and public space lighting, and **signage** have been recommended to improve pedestrian circulation and safety. Additional bike lanes and racks are proposed to improve bicycle safety and mobility.

*Policy 1. Better communication of existing parking options. This could include, for example, **signage**, a parking map to be distributed by businesses (e.g. FLOP @ MoPP), tokens that customers can use in any parking lot, or a merchant sponsored validation program.*

Policy 2. Coordinate recommendations with the parking study being conducted for the Capitol Hill and Pike/Pine neighborhoods and the traffic analysis being conducted for the neighborhood plan.

Recommendations

Parking Map: Provide map identifying area parking. Include in Pike/Pine directory.

Near-Term Activities: 1998-1999 Work with area parking lot managers to better advertise existing lots and develop promotional opportunities (e.g. tokens) associated with local events. Ongoing parking issues identified in newsletter.

Longer Term Activities: Coordinate with parking study.

Signage: Develop better street **signage** identifying available parking.

Near-Term Activities: Work with community to identify locations for additional **signage**. Coordinate with arts committee.

Longer Term Activities: Coordinate with parking study.

Tokens: Develop system of merchant sponsored tokens for use in all area parking lots.

Near-Term Activities: Talk with other merchant associations to identify programs that work. Coordinate with local parking lot owners

Longer Term Activities: Coordinate with parking study.

Loading Zones: Preserve loading zones

Near-Term Activities: Coordinate with parking study.

Longer Term Activities: Ongoing

Building arid Streetscape Improvements

E. Pike and E. Pine Streets define this urban neighborhood – not only in name, but in character as well. These corridors provide important east-west connections, joining the Pike/Pine neighborhood with the larger community that includes Broadway/Capitol Hill, First Hill and the Seattle downtown area. The physicality of the streets and their vehicular activity also contribute to the character of the neighborhood – traffic, noise and a certain grittiness – characteristics that frequently detract from a positive pedestrian experience. One desire on the part of the community is to redefine the character of the streets to make them more attractive, clean and friendly to residents, businesses and visitors.

The business community sees this area as a vibrant retail shopping district. Because of its central location and high visibility, as well as its critical role in the city's transportation network, merchants feel that sidewalks should be upgraded as the area redevelops. Street furnishings, such as kiosks, banners and benches would be provided to inform, communicate and attract. Working with the arts community, these interesting and inviting outdoor and streetscape spaces would provide settings for business, art and community activities. Street gardens and street art are recommended to enliven the neighborhood and connect the community with the environment. A high priority is placement of additional trash cans throughout the neighborhood to provide a cleaner street environment.

People need an interesting environment for walking. Store display windows provide this interest and serve as an important marketing tool for businesses at street level. The interaction between inside and outside activities also adds an important element of safety to the community. The business community feels that this interaction is important to the vitality of Pike/Pine neighborhood as well critical to maintaining the relationship of interior and exterior uses at street level. Their goal is to avoid the "closed-off" look of AEI Music. Where some privacy is wanted, recommendations include etching the lower portions of windows, installing art glass, or some other way of allowing for the necessary interaction without disrupting business people.

The business community has also identified a number of crime and security issues as potential barriers to new businesses and customers. Reducing shoplifting and other crimes are considered priorities. Specific actions recommended by the merchants include outreach to businesses and the community to reduce shoplifting and additional street and public space lighting.

Policy 1. Streets, buildings and public spaces should be designed to a human scale to promote pedestrian access and safety, and should be well lighted and clean.

Policy 2. Commercial buildings should have inviting store fronts vs. blank walls or open lots.

Policy 3. The streetscape should be pedestrian friendly through the use of landscaping, lighting, art, and street furniture.

Recommendations

Planters: Incorporate more flowers in the business district to enhance the pedestrian atmosphere and appearance. Form the Pike/Pine Garden Club to maintain.

Near-Term Activities: Assume responsibility for planters located east of the Convention Center. Organize support of merchants and volunteers for planting and upkeep. Incorporate additional baskets, etc. each year.

Longer Term Activities: Ongoing

Trash Cans: Get additional trash cans and pick-up from city for Pike/Pine corridor. Trash cans provide surface for additional neighborhood art.

Near-Term Activities: 1998 work with City of Seattle to get additional trash cans in the neighborhood. Solicit local artists, students and others to design exteriors.

Longer Term Activities: Ongoing maintenance and upkeep.

Pedestrian Safety: From approximately Harvard to Bellevue – Strategy to slow traffic and increase pedestrian circulation. Improve the quality of the environment for pedestrians, including additional crosswalks and street and public space lighting improvements, particularly on side streets between E. Pike and E. Pine, improved sidewalks and street furniture.

Near-Term Activities: Coordinate with Urban Design Committee to address the intersections at E. **Pike/Boylston**, Harvard/E. Pike, E. **Pine/Boylston**, Harvard/E. Pine and E. **Pike/Melrose**. Repair, replace and widen existing sidewalks in the Business District, install curb bulbs, and provide benches in locations throughout the business district as new development occurs.

Longer Term Activities: Ongoing

Public Art: Incorporate public art into the business district. Local artists would be asked to participate. Re-use existing telephone poles (city proposes to remove) to “support” art of some kind.

Bicycles: Provide for bicycle parking on E. Pike and E. Pine. Provide bike lanes on E. Pike Street. Coordinate with Urban Design Committee. Acquire additional bike racks for the neighborhood.

Dumpsters: Minimize negative impacts of dumpsters on pedestrian circulation. Check building code. Include in outreach to developers.

Arts & Culture

Existing Conditions

What creates the basis for arts and cultural activities and facilities in a community is the fortunate coming-together of talent and interest. Pike/Pine seems to have a gravitational pull for artists and supporters of the arts. Many see the neighborhood as a place to “do” their art, whether it be in the form of a live-work studio or performance space for dance, theatre or music. Others perceive the neighborhood as a place where they can “experience” art and culture.

The Arts and Culture Committee recognized that the existing arts and culture fabric of the community holds great potential because it is broad based and diverse. At the same time, this fabric is fragile in that the many activities and arts activists are not connected in a manner that creates an “arts community” that might assure longevity, and coordinate and promote the neighborhood’s arts activities.

Goal: Establish a **community-based Arts Organization** that would function in an integrated role with other Pike/Pine neighborhood organizations and other organizations and institutions in the surrounding neighborhoods.

The mission of the Arts Organization would be:

- Advocacy for the arts in the Pike/Pine Neighborhood
- A resource to artists in identifying live/work spaces.
- Develop venues for all art forms including visual, literary and performance.
- Provide and encourage outreach to diverse populations specifically youth, minority groups, the elderly and unknown artists.
- Sponsor/Organize arts events within the Pike/Pine Neighborhood and provide administrative support for an Arts Exchange Network.



Broadway Performance Hall

Recommendations

Short-Term

- Acquire a computer and software.
- Establish a “virtual” office with E-mail, voice mail and a web site with an arts/artists database.
- Organize a volunteer cadre.
- Find temporary real office space
- Inventory the artists and arts resources in the Pike/Pine Area and its environs.

Mid-Term

- Gain 501 (c) (3) status as a non-profit Arts Organization.
- Collaborate with businesses and institutions towards more art and arts awareness

Long-Term

- Expand the Arts Organization to further its mission.
- Advocate the retention and development of artist housing, especially live/work spaces.
- Establish a permanent Arts Center.
- Establish art programs available to street youth, days and evenings.
- Cultivate diversity and Independence in arts projects.
- Develop more venues for art and arts activities.
- Pursue the development of a public authority or private development organization, or combination thereof, for the purpose of enabling ownership of neighborhood buildings for art and art-related uses, including housing.
- Collaborate with other interest groups to further and achieve mutual goals.

Goal: Continue to create, support and promote arts events and projects, whether done independently or through arts organizations, business organizations or institutions.

Recommendations

Short-Term

- Organize and promote a summer neighborhood arts festival, including an “arts exchange”.
- Extend “Arts Orbit” to include alternative venues for arts, such as cafes.
- Organize a volunteer cadre.

Mid-Term

- Install art-topped kiosks on sidewalks, for handbills and posters.
- Acquire trash cans (and trash removal) and utilize cans as media for local artists.
- Develop more venues for art and arts activities.

Long-Term

- Expand annual summer arts festival
- Develop other annual and semi-annual events
- Develop resources and-activities of neighborhood arts center

Historic Structures

Existing Conditions

Portions of the City of **Seattle** that create the urban fabric of a neighborhood can be **difficult** to determine as deserving of preservation or historic designation. These areas **often** can impart a sense of the past and the "common" history of a place through the human experience e.g. a place where people have worked, lived and participated in the simplest of daily activities - activities as modest as choosing a car or having it repaired.

A majority of buildings in the area were built prior to 1930, when the area was developed as 'Pine Crest' a centrally located neighborhood for professionals and young married couples with prosperous businesses delivering goods and services to the residents. A "common" character specific to the Pike/Pine Neighborhood is its high concentration of auto showrooms and automobile parts and repair shops. At the turn of the century and into the **1930s**, automobile sales attracted affluent consumers many of whom lived in the adjacent First Hill area. The Pike/Pine neighborhood was once credited with **handling 70%** of Seattle's automobile sales, accessories, repairs and sales of wholesale automobile equipment identifying the area as "Auto Row".¹ Because auto purchases were such a luxury at the time, these showrooms were often ornately designed and decorated. Although much of this ornamentation has been lost through contemporary improvements to these structures, the rich history of this neighborhood remains with its buildings. For the most part, these substantial buildings have aged well and have proven readily adaptable to other uses--office buildings, retail space, light manufacturing, storage--and have contributed to the current dominant character of the area, which is its diversity.

The 1991 Pike/Pine Planning Study recognized this diverse character and sought to define it through an inventory of "icon" structures. Building on that inventory, this planning effort includes an updated inventory of buildings in the neighborhood. Buildings in the **updated inventory** include those that are potential candidates for Landmark Status and represent the structures that constitute the historic character of a Community Heritage/Special Review District. Maps and a matrix locating and describing these buildings are included at the end of this section.

Criteria for a Conservation District

*"Conservation areas are not limited to neighborhoods of obvious age, certifiable historic **significance** or obvious architectural value, but include **places that** are merely middleaged and which have only begun to acquire the patina of age..... **the hope for such districts is that** if protected early enough, an area of merely potential importance **will** one day become a genuine historic district" - Robert Stipe, The American Mosaic p.275*

The recent emergence of Conservation or Community Heritage Districts is led by preservationists and historians who recognize the need for protecting and maintaining parts of cities that fall outside typical definitions of historic districts. The idea of conservation in these neighborhoods is meant to accommodate greater flexibility for growth while maintaining the area's character and architectural integrity.

The Pike/Pine Neighborhood is a strong candidate for designation as a conservation district based on historic resilience and potential for new development. The rich mix of uses in this area - commercial, residential and institutional, as well as adaptable buildings lend themselves to the area's capability of future development. Because conservation **districts** do not currently have a classification in the City of Seattle and no history of governance and legal definition, careful planning is necessary to maintain the delicate balance between preservation, new construction and economic vitality.

¹ The Pike-Pine-Broadway Neighborhood and the L.O.O.F Building, **UW** Architecture 505 Studio/Spring Quarter 1993

Recommendations

Establish A Special Review Board

Short Term

At this time the City of Seattle does not provide guidelines for the establishment of a Community Heritage District. Design Review Guidelines should be developed as the Primary Tool for Implementing a Community Heritage District. The City should provide funding for the Pike/Pine Neighborhood to write Design Review Guidelines through a City "Pilot Program", working toward developing governance of Community Heritage Districts,

Until provisions are made for governance and support of these districts, the neighborhood should establish its own review process and board.

A special review board could consist of members from established neighborhood committees and volunteer organizations including (1) member of the Arts Organization, (1) member of the Merchants of Pike/Pine, (1) member of the Union Arts Co-op, (1) member of the Pike/Pine Urban Neighborhood Coalition (P/PUNC), (1) Neighborhood Urban Planning Committee.

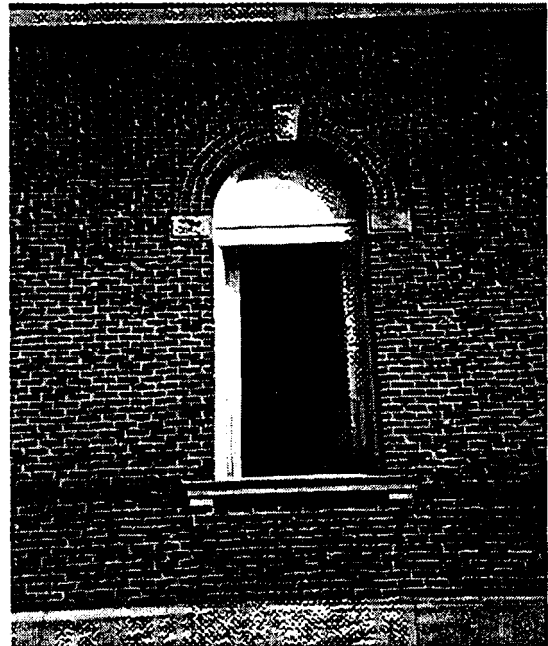
The special review board should request additional members from established City of Seattle Review Boards and Departments including: (1) member of the Capitol Hill Design Review Board, (1) staff member from the Department of Neighborhoods and (1) member of the Landmarks Preservation Board.

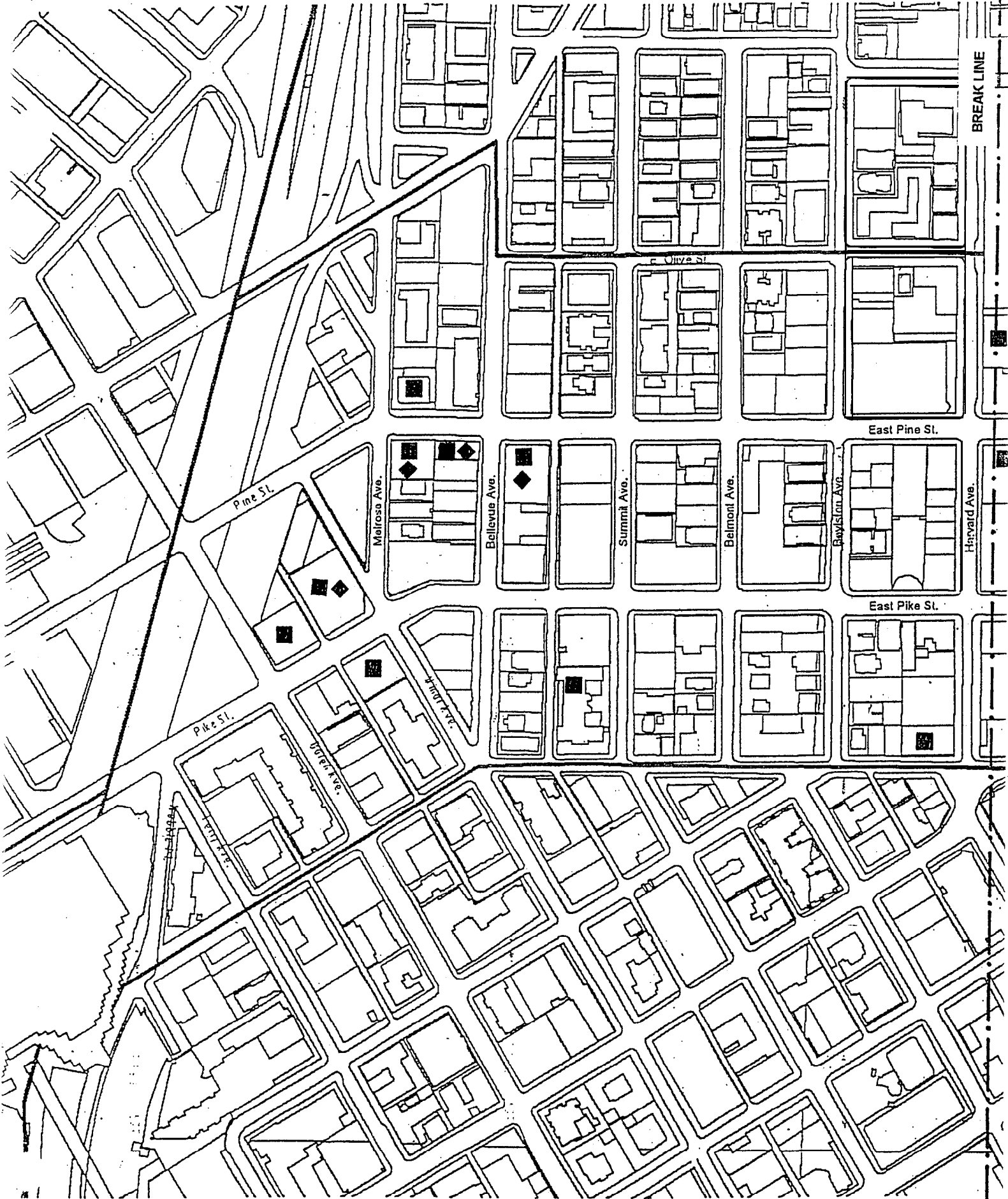
Long Term


In accordance with City of Seattle Land Use Code 23.66.02-0, a special design review board should be established consisting of seven members (5) chosen through special elections conducted by the Department of Neighborhoods, (2) appointed by the Mayor and approved by City Council.

The Pike/Pine Neighborhood should be designated as a **Community Heritage District**. The neighborhood should be recognized by the City of Seattle Landmarks Board as an area containing features or improvements which are of historical, social, cultural and architectural aesthetic significance to the city.

The Community Heritage District would work within the confines of the existing Neighborhood Overlay intended to accommodate land use, urban design, and other distinctive characteristics of an older established neighborhood, while protecting potential landmark structures that as a whole constitute a distinctive section of the city.



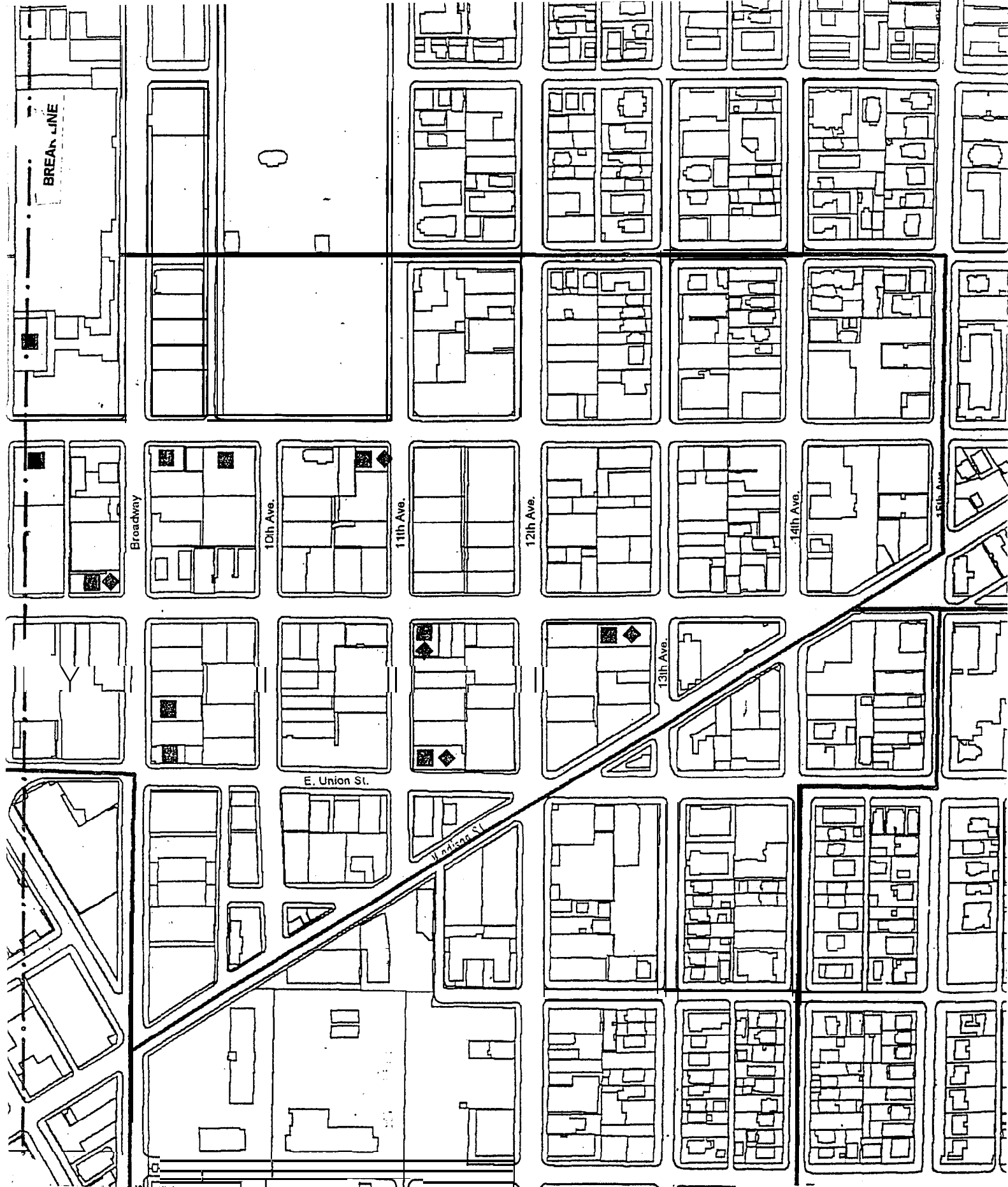


 Indicates a highly fenestrated working class structure, commonly built between the turn of the century and 1930. Structural bulk heads are separately defined from store front glazing systems. This creates a similar appearance to the "Commercial Style".

 Indicates a recommendation for Landmark Status.

Pike/Pine Urban Center Village

scale: 1" = 300'



■ Indicates a highly fenestrated working class **structure**, commonly built between the turn of the century and 1930. **Structural** bulk heads are separately defined from store front glazing systems. This creates a similar appearance to the 'Commercial **Style**'.

◆ Indicates a recommendation for Landmark **Status**.

Pike/Pine Urban Center Village

scale: 1" = 300'

Pike/Pine Urban Center Village
Survey of Potential Landmark Buildings and Structures that Constitute the Historic Character of a Community Heritage/Special Review District

Building Name &/Or Address	Current Use	Original Use	Year Built	Number of Floors, Material & Exterior Facade	Interiors	Tax Assessor's Parcel Number
1810 - 1825 Bellmore Avenue The Bel-Boy Owned by Historic Seattle	MF Housing	Residential	1893-1902	2 stories and attic Exterior: wood siding and trim Store front: none	Plastered	182910-0285
1811 - 1821 Bayview Avenue Bel-Boy Project Owned by Historic Seattle 1625 Broadway Avenue Broadway Performance hall	MF Housing	Residential	1893-1902	2 stories and attic Exterior: wood siding and trim Store front: none	Plastered	192910-0285
915 East Pike Street (1534 Broadway Avenue) Comish School 915 East Pike Street Odd Fellows Hall	School	School	1908	3 stories and concrete basement Exterior: sandstone Store front: none	Plastered, trim 2x4 stud and jam. Kind (fir over cement)	600300-0600
915 East Pike Street (1534 Broadway Avenue) Comish School	Private education/ Commercial	Office building	1906	3 stories and concrete basement Exterior and 3rd floor: brick, 1st floor: sand concrete Store front: plate glass, wood bulkhead	plastered	600350-0415
915 East Pike Street Odd Fellows Hall	Commercial/Arts	Office building	1908	4 stories and concrete basement Exterior: solid brick	post and beam, plastered	600350-0460
1101 - 1103 East Pike Street Donald Young Gallery ARC Architects Baker Linn Bldg.	Commercial	Warehouse	1911	3 stories and concrete basement Exterior: solid brick	basement: post and beam 1st floor: brick	600350-0190
100 East Pike Street Butterworth Mortuary	Mortuary	Mortuary	1922	3 stories and concrete basement Exterior: cement plaster on frame, lam 2x6, 2nd and 3rd floor-reinforced concrete, 1st floor-cast stone columns, cast composition ornaments and trim Store front: none	2nd and 3rd floor: plastered post and beam, plastered, fir trim	872560-0160
101 East Pike Street Masonic Temple	Egyptian Theater	Masonic Temple	1915	3 stories and concrete basement Exterior: reinforced concrete, terra cotta, trim-2x4s Store front: none	tile	600300-0470
722 East Union Street Knights of Columbus	Arts education	Clinic house	1912-1913	3 stories and basement Exterior: brick-bulfinch kind, metal trim cornice, cast stone coping, brick terra cotta stone and brick trim Store front: plate glass, wood sash cast stone bulk head, plaque 13'x14'	post and beam, plastered, fir trim	790250-0415
1105 East Union Street Union Arts Bldg.	Arts cooperative housing	Factory	1915	3 stories Exterior: solid brick and concrete Store front: plate glass, large sash, wood and glass bulkhead	post and beam	600350-0155
1008 Harvard Avenue Fritchouse Apartments City Landmark	MF Housing	Fritchouse	1908	2 stories and basement Exterior: brick-solid Store front: none	plastered	872560-0350
131 Minor Avenue Gold Summit Supply or Winona	MF Housing	Hotel and Store	1909	6 stories and basement Exterior: solid brick, pressed, common in rear, brick cornice, stone and terra cotta trim, stone coping, keystones, and scrolls Store front: plate glass, wood and metal sash, concrete bulkhead, concrete base	partitions frame, plastered, fir trim	
1415 Summit Avenue Northwest School	Private Education	Education	1905	2 stories and basement Exterior: frame, stucco on lath, brick trim, horizontal wood siding with brick base, outlooks at eaves	post and beam, plastered, fir trim	880490-1000
1105 Pike Street The Villa Hotel	MF Housing/Commercial	MF Housing/Commercial	1909	3 stories and basement Exterior: brick, common kind, terra cotta cornice, metal trim, terra cotta trim and keystones Store front: plate glass, copper trim, corp. bulkhead	post and beam, wood partitions, frame plastered, fir trim	06600-1875
107 East Pike (1500 Bellevue Avenue) 1st Covenant Church Special exemption status from landmark nomination	Church	Church	1910	1 story and basement Exterior: stucco on conc., reinforced. Conc., cornice G.L., trim-cut sand stone over reinforced conc. Shell Store front: none	post and beam, Plaster, fir trim	872560-0475

◆ Indicates a highly fenestrated working class structure, commonly built between the turn of the century and 1930. Structural bulk heads are separately defined from store front glazing system. This creates a similar appearance to the "commercial style."

Pike/Pine Urban Center Village
Survey of Potential Landmark Buildings and Structures that Constitute the Historic Character of a Community Heritage/Special Review District

Building Name & Address	Current Use	Original Use	Year Built	Number of Floors, Material & Exterior Facade	Interiors	Tax Assessor's Parcel Number
1400 Broadway	Church	Church	1911	2 stories and basement Exterior: brick-solid, billes kind	plaster	80300-0010
1221 East Pike (VERIFY-1217 East Pike) Elyson Brewery	Commercial/Industrial	Commercial	1920	3 stories, basement floored off Exterior: stucco on concrete Store front: plate glass, copper trim sash, stucco on concrete bulkhead (existing hopper windows)	post and beam plastered	669566-6696
1530 Bellevue 401 Pine Peninsula Museum	Commercial/Retail Gas station Museum and Antiques	Commercial	1910	2 stories Exterior: Brick with pilaster, decorative carvings Store front: plate glass, wood sash	wood trim	66-0445
1027 East PIERITT & PINE	Commercial/Industrial Used to house art related professionals	Commercial & loft	1906	3 stories and basement Exterior: Reinforced conc. and terra cotta face Store front: plate glass, wood sash, tile bulkhead	post and beam, plastered	800330-0393
1124 Minor (1116-24 East Pike Street) Utschi Art Supplies	Commercial Auto Agency	Auto Agency	1920	1 story Exterior: brick-solid, terra cotta on 2 street elevations, terra cotta trim, terra cotta coping	post and beam, plastered, fir trim	065000-1920
301 - 309 East Pine McIntosh Building	Commercial/Industrial Bauhaus Cafe	Store and Garage	1915	1 story Exterior: brick-solid, cornice-metal, brick trim, coping-metal and concrete Store front: plate glass, wood and metal sash, wood bulkhead	post and beam, plastered, 2 partitions frame	872560-0240
313 East Pike Le Frick, Cheschire Grn, Bishop LaRue	Residential/Commercial	Residential/Commercial	1916	3 stories and basement Exterior: brick-solid, metal terra cotta cornice, terra cotta trim Store front: plate glass, marquees 5x8, wood base	plastered, fir trim, post and beam	872560-0303
1414 Broadway Avenue	Garage AXEL & PETERSON Garage	Garage	1907	2 stories and basement Exterior: brick-solid Store front: plate glass, wood sash, wood bulk head	post and beam	669566-6696
824 East PINE STREET	Commercial/Retail (grocery shop)	Office	1913	2 stories and basement Exterior: brick-solid Store front: plate glass, wood sash, concrete bulk head	plastered	800300-0525

Transportation

The Pike/Pine and Capitol Hill Urban Center Villages have coordinated the transportation elements of their neighborhood plans. The transportation goals of both neighborhoods are to facilitate movement of residents, workers, students, visitors, and goods within the neighborhoods-with a particular emphasis on increasing safety, supporting economic centers, encouraging a full range of transportation choices, and improving the quality of life. The plans seek to integrate all modes into the area's transportation system, provide safe and efficient local connections to other neighborhoods, and provide links to the regional and state transportation systems.

The transportation goals in this plan are based on the goals in the City of Seattle's Comprehensive Plan, the City of Seattle's Draft Transportation Strategic Plan, past Regional Transit Authority (RTA) and Metro **Six-Year** transit public processes, past neighborhood street utility applications to the City from the Pike/Pine and Capitol Hill neighborhoods, input from people who have participated in community council-sponsored transportation meetings, and input from people who have participated in the neighborhood planning activities related to transportation. Additional analysis of the Pike/Pine neighborhood's transportation elements was performed by Heffron Transportation.

The plan is divided into **five** areas: Neighborhood Streets and Arterials, Non-Motorized Transportation, Transit, Parking, and Freight Mobility and Access. Only the recommendations related to the Pike/Pine neighborhood are presented in this section.

Neighborhood **Streets and Arterials**

The Pike/Pine neighborhood is served by three east-west arterials: E Pike Street, E Pine Street, and E Madison Street along the neighborhood's southeastern border. North-south arterials include Bellevue Avenue E, Broadway, 12th Avenue E, and 15th Avenue E. The other streets in the area provide local access and circulation between the arterials. The neighborhood's goals related to its streets and arterials are listed below.

Goal: Use **traffic calming measures to enhance pedestrian** and bicycle travel, slow vehicular **traffic, and/or direct through traffic away from non-arterial streets.**

- Evaluate pedestrian crossing problems and make improvements along the entire corridors of key neighborhood streets and **arterials**. In the Pike/Pine neighborhood, these **corridors** include E. Pike and E. Pine Streets from Interstate 5 (I-5) to 15th Avenue E, 12th Avenue from Madison to Olive Streets, **Melrose** Avenue at the I-5 interchange, and Boren Avenue at its crossing of I-5.
- Consider traffic calming treatments to slow traffic and reduce through traffic on the following streets: 10th and 11th Avenues between Union and E. Pine Streets, Minor Avenue between E. Pike and E. Pine Streets, Crawford Court, Seneca Court, and Broadway Court.
- Install curb bulbs to reduce the distance pedestrians must cross **a** neighborhood street or arterial. Curb bulbs are recommended for the following locations in the Pike/Pine neighborhood: E. Pike Street/Minor Avenue (next to Six Arms Tavern), E. **Pike/Boylston**, Harvard/E. Pike, E. Pine/Boylston, Harvard/E. Pine and E. **Pike/Melrose** and Madison **Street/11th** Avenue.

- Install traffic circles at the intersections of neighborhood streets when requested by the neighborhood and found to be helpful in calming traffic. Continue to invite neighborhoods to submit proposals for traffic circles as part of the neighborhood matching grant process.
- Modify major **intersections** to provide pedestrian crosswalks on all legs of the intersection, to reduce the pedestrian crossing distances, and to increase the sidewalk width or other pedestrian amenities. Intersections that should be evaluated include: Madison Street/Union **Street/12th** Avenue, Madison Street/ 13th Avenue, Madison Street/E. Pike **Street/14th** Avenue, E. Pine **Street/ 15th** Avenue, E. Pike Street Boylston and E. Pike **Street/Melrose** Avenue/Minor Avenue. Outreach to Seattle Academy and Northwest Schools for other priority intersections.
- Work with Seattle Public Utilities, Seattle Parks and Recreation, **Seattle** Transportation, and adjoining property owners on Nagle Place between Denny Way and E. Pine Street to make Nagle Place a local and emergency access only street from Olive to Denny Way. Install traffic calming devices, landscape improvements, and **signage** to promote the limited access use of the street. (Nagle Place borders Bobby Morris **Playfield/Lincoln** Reservoir Park and Seattle Central Community College.)

Goal: Improve synchronization of traffic signals along major corridors to help enforce speed limits through neighborhoods and to better serve non-vehicular modes of travel.

- Monitor **traffic** speeds on **arterials** and make changes to the signal timing along corridors to reduce vehicular speeds, if necessary. Do not allow synchronizing of traffic signals if it would negatively impact the travel of pedestrians, transit riders, or bicyclists.
- Conduct regular **traffic** speed tests to evaluate whether traffic signalization changes, traffic control devices, or other traffic calming measures are needed to reduce traffic speeds.
- Request the Seattle Police Department to conduct more regular enforcement activities to discourage speeding.
- Install better traffic control **devices** that promote pedestrian safe crossing at the intersections of E. Pike **Street/Boylston** Avenue and E. Pine Street/Belmont Avenue
- Evaluate locations where flashing yellow signals have been installed (or are proposed to be installed) to determine if there are other measures that could be used instead of the flashing signal. Measures to consider include: prohibiting some vehicular turning movements, constructing curb bulbs, installing a **traffic** or pedestrian signal, or installing new pedestrian crossing technologies (e.g., in-pavement beacons that are actuated by a pedestrian button).
- Install pedestrian signal heads ("walk/don't walk" signals) at every signalized intersection.

Goal: Construct two-lane arterials-one lane in each direction with a middle turning lane-versus multiple lanes in each direction.

- **Restripe** E. Pike Street between Bellevue and 15th Avenues to have one lane in each direction with a center, left turn lane at intersections, and parallel parking on both sides of the street. Short median planting strips could be constructed where the center, left **turn** lane is not needed. This change is recommended to facilitate pedestrian crossings of this street (particularly at unsignalized intersections), improve vehicular access to the side streets, and reduce vehicle speeds in the through traffic lanes. Because this street currently has one westbound lane and two eastbound lanes, adding a

center turn lane may improve the street's capacity by providing removing turning **traffic** from the through traffic lane.

- , Re-stripe Broadway from E. Pine Street south to at least Madison to be one lane in each direction with a center, left turn lane at intersections (continuing the same street configuration on Broadway that is found north of E. Pine Street). Parking on both sides of the street should be maintained. If space is available, include a southbound bike lane on Broadway between E. Pike Street and Madison Street to facilitate safer **travel for** bicyclists who ride uphill to Madison Street.

Goal: Encourage neighborhood involvement in maintaining quality streets and arterials.

- Encourage broader involvement in neighborhood adopt-a-street program.
- Promote and encourage clean street programs sponsored by merchants and encourage neighborhood involvement.

Goal: Designate key pedestrian linkages as Green Streets.

- Designate alley areas and streets as Green Streets Type II, and implement streetscape improvements. (Type II Green Streets are necessary for local circulation but unneeded for overall vehicular movement in the area. Local access is the only vehicular traffic allowed **and continuous** vehicle movement between blocks is restricted.) Streets to evaluate for this designation include: Broadway Court from Union Street to Madison Street, Crawford Court from Union Street to Olive Street, Minor Avenue from E. Pike to E. Pine Streets, Seneca Court from Broadway Court to Madison Street and Nagle Place along Bobby Morris Play-field. Coordinate Green Streets designations with Capitol Hill and First Hill Urban Villages.
- Designate alley areas and streets as Green Streets Type III, and implement streetscape improvements. (For Type III Green Streets, vehicular access to sites within the block and traffic movement between blocks would continue, but widened sidewalks, landscaping, and pedestrian amenities could be provided within the right-of-way.) Streets to evaluate for this designation include most of the non-arterial north-south arterials in the Pike/Pine neighborhood including: Summit, Belmont, Boylston, Harvard, **10th**, 11th, and 14th Avenues. The green street designations on these streets would extend to and beyond the borders of the Pike/Pine neighborhood.
- Designate street ends and alleys as Green Streets Type IV, and implement streetscape improvements. (Little or no traffic is expected on Type IV Green Streets. Rights-of-way in this category would include street ends which could provide neighborhood trails or access to community centers or activities abutting open spaces or natural areas.) Streets to evaluate for this designation include the Yale Avenue street end west of **Melrose** Avenue.

Non-Motorized Transportation

Facilitating pedestrian travel to, through, and within the Pike/Pine neighborhood is its highest priority. With its mix of land uses and high density, people can live, work, and shop in this neighborhood completely by foot. In addition, people who drive or take transit to the neighborhood ultimately become pedestrians to reach their final destination. Pedestrian improvements desired by the neighborhood are listed below.

Goal: Make street crossings safer and easier for pedestrians.

- Upgrade crossings to improve pedestrian safety and convenience.
- Stripe or re-stripe crosswalks at all intersections on blocks where there are transit stops.
- Stripe or re-stripe crosswalks on all legs of signalized intersections. The highest priority intersections are on E. Pike Street from Bellevue Avenue to 14th Avenue. Stripe or re-stripe crosswalks at other key pedestrian crossing areas.
- Conduct a study of difficult street crossings for wheelchairs and other special needs populations and explore ways to improve the crossings by removing curbs. Install wheelchair ramps at the intersections of Boren Avenue/E. Pike Street and Boren Avenue/E. Pine Street. Outreach to Seattle Academy and Northwest School for **other difficult intersections**.
- Adjust signal timing to support walking.
- Change timing of signals to enable more crossing time for pedestrians at any intersection that requires elderly, children, or people with disabilities to feel rushed when crossing. Intersections that are in current need of timing change include, but are not limited to: Boren Avenue/E. Pine Street and Madison **Street/14th** Avenue.
- Remove or de-activate existing pedestrian push buttons at signalized intersections, and include pedestrian phases with every cycle. This includes, but is not limited to the traffic signals at the following intersections: Broadway/E. Pike Street, 12th Avenue/E. Pike Street, Broadway/E. Pine Street, 11th Avenue/E. Pine Street, 12th Avenue/E. Pine Street, and Madison **Street/14th** Avenue. Do not allow additional pedestrian-actuated signals to be installed.

Goal: Improve the sidewalk system and pedestrian connections.

- Create a sidewalk system across I-5 on both sides of E. Pine Street.
- Improve the sidewalk at the off ramp of I-5 and Olive Way area and install a sidewalk on the south side of Olive Way over I-5.
- Repair and improve existing sidewalks. This includes all of the sidewalks along E. Pine Street that have been damaged by former city tree planting of liquid amber trees, sidewalks on the north side of E. Pine Street between 11th and 12th Avenues, on the west side of Harvard Avenue, and on Boylston Avenue at E. Pine Street. Repair with same material as sidewalk to avoid unsightly "patchwork".
- Identify solutions for sidewalks that limit or prevent wheelchair access due to utility poles, dumpsters, newspaper stands, oversized outdoor sitting areas, and other such barriers.
- Remove large dumpsters from sidewalks in retail areas and enforce the city dumpster laws.
- Monitor the size of outdoor sitting areas (including the fencing used around such an area) on sidewalks to ensure that there is full wheelchair and other pedestrian access.

- Install or maintain quality pedestrian lighting in all retail areas, with a high priority for improving lighting along E. Pike and E. Pine Streets, along streets adjoining the Bobby Moms Play-field/Lincoln Reservoir Park, on streets adjoining all transit stops, and along streets adjoining Seattle Central Community College.

Goal: Complete and expand the urban bicycle trails system:

- Expand bicycle facilities along neighborhood and arterial streets to encourage the safe and efficient travel of bicycles for commuting, non-work trips, and recreational trips,
- Maintain bicycle lane on E. Pine Street as the primary bicycle route to downtown Seattle. Install “bike route” signs along this street to promote this lane. Provide signs along both sides of 12th Avenue and along the following adjoining streets to connect bicyclists to the I-90 trail system on the south and the University District on the north. Additional signs would be needed in the central and south Seattle areas to designate the best bicycle route to link 12th Avenue with the I-90 trail system.
- Work with DCLU, Seattle Transportation, and developers to ensure that all major new developments are designed to encourage pedestrian and bicycle access. Encourage new work site developments to include showers, lockers, and covered bicycle parking.
- Make spot improvements to address street barriers such as potholes and drain grates.
- Continue to promote the Seattle Transportation’s free bicycle rack program and encourage merchants to support the installation of racks. Places where additional racks are needed include but are not limited to Seattle Central Community College, all supermarkets, and all parking structures.
- Ensure that new and existing traffic signals are sensitive to bicycles.

Transit

Good transit service to the Pike/Pine neighborhood is essential to maintaining and enhancing the neighborhood’s character. It allows people to live and work in the neighborhood without using an automobile, encourages pedestrian activity on the streets, and provides connections to all areas of the region through downtown Seattle. Transit service could be dramatically increased in the future if the Link Light Rail system is constructed through the First Hill, Pike/Pine, and Capitol Hill neighborhoods. (The final alignment of the light rail line has not been determined. Other alternatives include bypassing Capitol Hill and using **Eastlake** Avenue or I-5.) The neighborhoods recommendations related to existing transit service and the potential light rail line are listed below.

Goal: Improve transit speed and reliability

- Install a left-turn signal on E. Pine Street at Broadway
- Install additional passing wires on Routes 7, 9, and 43.
- Support transit priority at all signalized intersections in the area. This could include traffic signals that are responsive to approaching transit vehicles, transit bypass lanes, and/or in lane bus stops where appropriate.

- Explore express bus options on a few key routes such as Routes 7 and 43.

Goal:, Make transit convenient, understandable, and easy to use.

- Improve the safety and comfort of transit stops by adding or improving bus shelters. Priority locations include the corner of E. Pike Street and Boren Avenue, and most, if not all, stops along E. Pine Street. Invite transit riders to make recommendations about other locations where bus shelters are needed.
- Encourage transit **shelter** design that matches the surrounding architecture of the area.
- Install quality pedestrian lighting at all transit stops.
- Increase the speed with which windows are repaired and graffiti is removed from transit shelters and litter is picked up at transit stops.
- Improve bus service information by providing visual maps at all transit stops, in addition to current bus route information.
- Support continued research and the potential application of technology that enables real-time bus information at transit stops.
- Work with Metro to add low-floor buses to its fleet.
- Continue to support and market the **bikes** on buses program.

Goal:, Expand transit options.

- Support the preferred alignment of the RTA light rail system that includes a tunnel connecting First Hill, Capitol Hill, and the University District with one of the stations located near the Seattle Central Community College.
 - The station should be designed to serve walkers, bicyclists, and bus riders, and discourage access by passenger vehicle.
 - The station should minimize the amount of above-ground space needed for a station entrance, and should be constructed without using cut-and-cover methods.
 - The RTA should work closely with the Broadway Business Improvement Association and Merchants of Pike/Pine to ensure their involvement in the RTA planning efforts. A station entrance near the intersection of Broadway and E Pine Street is encouraged.
 - The RTA should take measures to minimize any disruption to businesses during construction and compensate for the disruption where unavoidable.
 - The streetscape for area adjoining a station entrance should be designed to promote vibrant businesses and/or active pedestrian movement in the area.
 - Existing local businesses should be encouraged to become station amenities (e.g., food and other services).

- Increase service on existing King County/Metro transit routes or add new service that can be justified by high ridership. This includes, but is not limited to, the following!
 - Increase frequency of bus service along Broadway on Route 9.
 - Consider a new north-south service to connect Pike-Pine/Capitol Hill to the Central Area along 12th Avenue.
 - Expand the frequency of service along Denny Way on Route 8.
 - Explore a **circulator/LINC-type** service on vertical, east-west streets such as Aloha, John, and E. Pike Streets.
 - Improve cross-town service and service connections outside of downtown,
 - Work with surrounding neighborhoods and King County/Metro to explore a Queen Anne to Denny Way to Capitol Hill to First Hill to Jackson Street to Pioneer Square to the Ferry Terminal “ring” of service.
- Promote active citizen involvement in examining proposals that impact the area related to the RTA, the monorail, and bus service.
- Do not reduce existing bus service or justify not funding transit improvements in the near future based on a light rail improvement that will not materialize for many years.
- Recognized that even when the light rail system is installed, it will not extend to the areas east of Broadway, which due to topography must continue to be well served by buses.
- Do not substitute the monorail system for the preferred alternative of the light rail system.

Parking

The Pike/Pine neighborhood may have the most diverse land use of any neighborhood in the City of Seattle. Because of this, the available parking within the neighborhood must be shared by restaurants, retail shops, offices, automotive uses, industrial uses, and residents. While there are strategies that may improve how parking supply is allocated to serve one or more of these uses, no single strategy will serve all **uses**. Therefore, a combination of parking management strategies will need to be pursued to meet the neighborhood's goals.

Fortunately, the Pike/Pine neighborhood has the lowest auto ownership of any neighborhood in the City of Seattle. Based on 1990 Census data, for each residential dwelling unit in the neighborhood there are 0.62 automobiles. This compares to the City-wide average of 1.49 autos per dwelling unit. The low **auto-**ownership in the neighborhood may be related to its close proximity to downtown **Seattle**, the income level of residents who live in the area, the close proximity to services, or the existing lack of parking supply in the neighborhood. The low auto-ownership shows that City-wide parking code requirements may not be appropriate in dense, urbanized neighborhoods. Changing the code to match the neighborhood's needs may allow other goals to be met such as reducing housing costs, increasing housing density, and further reducing the dependence on the automobile.

A detailed parking analysis with recommendations is included as an appendix to this plan.

Freight Mobility and Access

The Pike/Pine neighborhood was once a vibrant industrial and manufacturing area that generated large volumes of truck traffic. **Now most** of the businesses only receive merchandise and supplies by truck. Truck deliveries occur on all sizes of trucks, from small UPS trucks to large auto-carriers that deliver to the auto showrooms. Most businesses have little control regarding when deliveries occur since a single truck (e.g., UPS) may deliver to many businesses in the area. Truck access to alleys and curbs is essential for the businesses in the area.

Because of the original industrial nature of the neighborhood, many of its streets have two, three, and even four loading zones. In such cases, the size of the loading zones may be too small to accommodate today's truck sizes, and the number of loading zones may be reducing the parking capacity available for customers. One of the freight-related recommendations addresses the need to evaluate the size and number of the area's loading zones. Other recommendations address the conflicts that exist or could exist between the freight needs of businesses and the needs of the area's residents.

Goal: Provide adequate access to merchants and major institutions for deliveries and freight movement.

- Retain alleys for freight deliveries and garbage pick-up. Keep alleys clear of obstacles (e.g., dumpsters, parked cars, etc.) that would prohibit truck access.
- Evaluate existing loading zones in the Pike/Pine neighborhood to determine if they are adequate to serve the existing demand, if two or more loading zones could be consolidated, if a loading zone could be relocated to the end of a block or adjacent to an alley, or if a loading zone could be eliminated.
- Support periodic review (every two or three years) of loading zones to eliminate zones that are no longer needed.
- Enforce loading zones to keep non-commercial vehicles from using them, and to prohibit overtime parking by trucks.
- Support changing state-laws to make it more **difficult** for non-commercial vehicles to obtain commercial license plates.
- Discourage locating loading zones in front of merchants unless no alternative is available.
- Encourage businesses to schedule deliveries and garbage pick-up to occur during time when trucks would not conflict with other parking needs, to reduce noise in late-night or early-morning hours, and to prevent street blockage during peak commute hours or other key customer shopping times.
- Educate residents and merchants about the garbage collection laws and impose fines when garbage pickups occur in late-night hours disrupting residents.

Human Development

Existing Conditions and Opportunities

Coordinated Urban Center Planning Effort

The Capitol Hill, First Hill and Pike/Pine Urban Villages joined together to plan for human development needs in order to improve coordination of services and activities for all three neighborhoods.¹ Although each neighborhood has some unique needs, concern about similar issues predominated. A cooperative planning effort more effectively addresses the reality that neighborhood human service needs transcend boundaries and most human development services and activities also encompass more than one urban village.

Urban Center Demographic Analysis

According to the 1990 Census, the total population of the three Urban Villages was 26,526. Sixty-two percent of the population resided in the Capitol Hill Urban Village.

The ethnic makeup of the Capitol Hill area is less diverse than it is in the city as a whole. Caucasians make up 84% of the population, 9% higher than the City-wide average.

A significant portion of the area's residents are gay and lesbian. Sexual minorities share a range of unique human support needs. As revealed in the human needs inventory, many of their needs are heightened by a lack of services which are culturally appropriate for gay and lesbian clientele.

The majority of the population (72%) of the Capitol Hill Urban Village is concentrated between the ages of 18 and 44. In all of the Urban Villages, significantly fewer of the residents are children than in the city as a whole. An average of 6% of this area's population is under 18, compared to a Seattle average of 16%.

Employment and Income

A larger proportion of Urban Center residents are low-income, relative to the rest of the city. In 1989, residents of Capitol Hill earned 68% of the city's median household income and 82% of median family income.

Compared to Seattle as a whole, a higher percentage of Urban Center residents live in poverty. Specifically, 20% of Capitol Hill residents live in poverty as compared to 12% city-wide. First Hill and Pike/Pine have even higher levels of poverty. Even more disturbing is the much higher proportion of Urban Center children (39%) who are growing up in poverty, relative to Seattle's average (15%).

¹Separate reports produced by the Human Development Committee and its consultants provide more extensive information and analysis derived from the planning effort. These reports are: Community Outreach; Summary of Human Development Strategies; Inventory of Formal Human Services; Human Service Needs Inventory; Demographic Analysis; Array of Community Asset Building Strategies; Community Assets in the Capitol Hill, First Hill, Pike/Pine Neighborhoods; Capitol Hill, First Hill, Pike/Pine Neighborhoods' Community Assets: Major themes; Selected Local Examples of Asset Building Strategies.

Housing Affordability

As discussed in the Housing element of the Capitol Hill neighborhood plan, housing is becoming less affordable in the neighborhood as well as in the City as a whole. Changes in housing affordability will significantly affect residents' need for supportive human services.

High housing costs are projected to particularly impact young residents, families, sexual and ethnic minorities, and senior citizens. All generally earn **lower** incomes.

Human Services

An inventory of formal human services in the Capitol Hill/First Hill Urban Center area identified 106 agencies. Most of these agencies (102) were specialized, with only 4 providing a broad, comprehensive range of services.

Direct services to clients account for the majority of human services (83) within the area. Another 23 focus on advocacy and public education programs.

Half of the agencies respond primarily to local needs, with the other half providing services of a more regional nature. There is a tremendous range in size among agencies, from large hospitals to very small volunteer-based efforts that are only open a few hours a week.

Neighborhood service providers and residents noted a lack of coordination of services to benefit the neighborhood. Lack of coordination results in unnecessary duplication of effort. Agencies are also unable to effectively refer residents in need to nearby services due to a lack of information about what is available. There was also frustration expressed by some residents that some service providers served regional needs without addressing local needs or their impact on the neighborhood.

Commercial Space Affordability

Increasing commercial space rents are impacting the area's social service agencies. Some agencies either could not expand their services or had to re-locate outside the neighborhood because they could not afford to rent or buy space. Over the long term, the high costs of locating here could seriously affect the availability of services.

Community Objectives and Recommendations

Goals

- . Promote a sense of community and neighborly care.
- Improve communication and cooperation about human services.
- . Address housing and homelessness.
- Address facility needs for human development services and activities.
- Help people with multiple needs.
- Integrate seniors.
- Encourage a diverse community with a range of incomes, family structures and ethnicities.

The planning effort focused on ways to nurture community assets and local resources to improve our neighborly care for one another. Residents wanted to preserve a diverse community with a range of incomes, family

structures and ethnicities. Residents expressed concern for and about the homeless, including street youth and the homeless mentally ill. Other groups that elicited particular concern were families and children, seniors, people with multiple needs, and immigrants.

Neighborhood concerns ~~included~~, but were not limited to, traditional social services. People expressed the general sentiment that strengthening connections among community members would enhance the livability of the neighborhood.

Another theme in feedback from the community was the desire to overcome the categorization of "people with needs" and "people with something to offer," since all of us are both. Being in need of help should not exclude a person from participating in the community. For instance, clients of formal social services have an often underutilized potential to provide support as well as receive it.

The neighborhood planning effort recognized that there are limitations in the impact that neighborhoods can make on social service policy. Poverty arises out of socioeconomic systems much larger than the neighborhood. Policies addressing social needs are primarily established and funded at national, state, city, or county levels. Nevertheless, there is opportunity at the neighborhood level to implement strategies which:

- . improve the capacity of formal social services sited in the neighborhood to respond to neighborhood needs and concerns,
- . support and strengthen informal efforts to be caring neighbors.

Three inter-related strategies are recommended to further the human development goals of the community.

1. **Initiate a Human Development Council to improve communication and cooperation about human services and human development activities in the neighborhood.** The Human Development Council will be composed of service providers and at-large resident and business representatives. An important function of the Council will be to facilitate and improve formal assistance for those in need, such as youth, families, seniors, the homeless, and others with multiple needs. Another function of the Council will be to strengthen the connection between formal social service providers and residents. The Council will be assisted by a full-time person (a community asset developer) who will also provide support for the other two strategies.
2. **Promote community connectedness by supporting activities that reinforce the neighborhood's sense of community and neighborliness.** This strategy focuses on strengthening the community's informal sources of support and socialization to reduce isolation and alienation, and improve community safety. The strategy seeks to promote and connect neighborhood interest or task groups (e.g., block watch groups) who are involved in providing services and activities



which advance community connected-ness. These groups and other community stakeholders need to be included in and kept informed of the efforts of the Human Development Council and supported with places to meet (People Centers). Longer term activities for this strategy include sponsoring a street fair to celebrate accomplishments and strengthen community ties, and developing a volunteer corps to provide accessible **person-to-person** community information and assistance to residents and visitors.

3. Develop People Center(s) that **provide facility space for residents and organizations to meet, connect and support the neighborliness of the community.** The facility would be market-driven, and would make available un-programmed space for organizations and task groups that provide human development services and activities to the neighborhood. Facility requirements for the People Center include that it be a handicapped-accessible site **with** 5,000 to 20,000 square feet in or near a busy commercial area. Good public transportation and pedestrian access are critical. Such a location is being sought in the North or South **Anchor** areas of Broadway. Priorities for a Capitol Hill satellite include information and referral services, Internet access, socialization opportunities with a coffee-house setting, and coordination with the library and Neighborhood Service Center.

Coordination.

Plan Coordination

The Pike/Pine Urban Village is quite literally the “center” of the of the First Hill/Capitol Hill Urban Center and is bordered on the south by the First Hill and South Capitol Hill (12th Avenue E) Villages and by Capitol Hill Urban Village on the north. Though only three blocks wide from south to north, the neighborhood contains important “crossroads” and provides many retail services and entertainment opportunities to the adjacent neighborhoods, particularly to the dense residential portions of First Hill and Capitol Hill.

Fortunately, neighborhood planning has occurred in all of the villages of the Urban Center within a time frame that has accommodated the need and desirability of plan coordination among the villages.

- The Pike/Pine and Capitol Hill Urban Center Villages have coordinated the transportation elements of their neighborhood plans. The plans seek to integrate all modes into the area’s transportation system, provide safe and efficient local connections to other neighborhoods, and provide links to the regional and state transportation systems. The Pike/Pine neighborhood plan has also been coordinated with First Hill regarding important pedestrian connections and with South Capitol Hill on the design of 12th Avenue East and the pedestrian connections to Seattle University.

The Capitol Hill, First Hill and Pike/Pine Urban Villages joined together to plan for human development needs in order to improve coordination of services and activities for all three neighborhoods. Although each neighborhood has some unique needs, concern about similar issues predominated. A cooperative planning effort more effectively addresses the reality that neighborhood human service needs transcend boundaries and most human development services and activities also encompass more than one urban village.

The Pike/Pine Urban Village participated in the affordable housing forum sponsored by the City of Seattle. Additionally, housing consultants for Pike/Pine and Capitol Hill jointly hosted meetings with architects and builders of housing in this area, to gain feedback on issues effecting housing cost and feasibility.

Representatives of the four villages in the Urban Center, including the Pike/Pine neighborhood, participated in a gathering of various agencies and interest groups to discuss common interests and planning issues. The group included Seattle Central Community College, Regional Transit Authority, City of Seattle, Capitol Hill Chamber of Commerce, Capitol Hill Community Council, the Broadway Business Improvement Association and Groundswell Off-Broadway, the citizens group leading the campaign to create a park on the lid of the Lincoln Reservoir.

The Arts & Culture Committee of Pike/Pine recognized that the Pike/Pine urban village is a focal point for many arts activities in the Urban Center and holds great potential for expanded arts events and facilities. Following on their goal of creating a permanent Arts Organization, the committee sponsored an Arts Forum of citizens from Pike/Pine, Capitol Hill, First Hill, South Capitol Hill with interest and experience in the arts. The attendees discussed the opportunities presented by an Arts Organization with a “panel of experts”. The forum generated considerable interest and follow-up meetings are continuing.

Planning coordination is a continuous process. As the Urban Village plans pass through the review process, compatibility, consistency and the strength of combined effort, will be an important consideration.

Acknowledgment

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